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## **Sand Mastery**

The Motocross of Nations brought the two fastest sand riders in the world together on the same circuit, in the same race for the first time. The records will show that Tony Cairoli (46, in the distance) won two motos compared to Jeffrey Herlings' one triumph, but anyone who was at Lommel that day will not forget the Dutch teenager's amazing comeback to the rear wheel of the MX1 World Champion

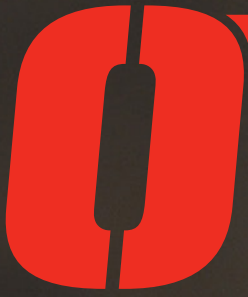
Photo by Ray Archer











**MotoGP**

## **Game Changer...**

It turns out that Valentino's return to Yamaha was not the biggest 'move' of the 2012 season after all. A press release issued today effectively joins MotoGP and World Superbike under one roof in a re-organisation that could alter the landscape of both series. The PR states: "The objective is to allow both series to develop and enhance their championship personalities...At the same time, both championships will benefit from joint marketing and commercial strategies." The questions begin here...

Photo by Ducati Corse Press









# 0 MX

## Teutonic Knights...

The build-up to the 2013 Motocross of Nations begun exactly at 17.00 on Sunday 30th as soon as Max Nagl and Marcus Schiffer rolled across the finish line at Lommel. The prospect of the very first German world champions trying to defend their 1-2-3 plates in front of home supporters at Teutonen that next year is mouth-watering. It will be chaotic and crazy at Talkessel as well as simply un-missable.

Photo by Ray Archer







MOTOR RACER  
ENERGY

2012

BELGIUM

2012





**MX**

# MONSTER ENERGY MOTOCROSS C

**LOMMEL · SEPTEMBER 30th**

**Winners: Germany (Roczen, Nagl, Schiffer)**

**MX1 winner: Tony Cairoli, KTM**

**MX2 winner: Ken Roczen, KTM**

**MX Open winner: Jeffrey Herlings, KTM**



## GERMANY CALL TIME ON USA DOMINANCE

By Adam Wheeler, Photos by Ray Archer



OF NATIONS





**K**en Roczen believed that the 66th Motocross of Nations in the spirit-and-muscle-numbing sand of Lommel would be the rest of the world's best chance in recent years to inflict 'some damage' on the USA's seven-event win streak.

He was right...and also at the centre of the sharpest attack on the record of the formidable Americans.

On the same weekend that Europe overhauled the U.S. on their own turf to retain the Ryder Cup, the 'motorised' version of this battle of the continents involving thirty different countries saw the same outcome played out but on a racing terrain that distinctly favoured the Grand Prix collective; a fast and skilled group headed by MX1 champion Tony Cairoli who frequent Lommel on a regular basis for training throughout the year.

The facts are well known by now. Germany edged out Belgium and the reigning champions to obtain their first grasp of the Chamberlain trophy while injury and race incidents also helped chisel the final top five with Italy just missing a worthy podium appearance and the Dutch and French also narrowly close.

On an individual level Cairoli capped a magnificent year by winning two of the three motos run in front of another eclectic and massive spectator attendance (65,000 was the weekend figure) and Jeffrey Herlings claimed the other race and drew level with the Sicilian in the 'sand master' stakes by recovering from a first lap crash in moto3 to draw up to the MX1 racer's rear wheel in the closing stages despite an eighteen second deficit. At the centre of Germany's impressive speed and resolute consistency was Roczen. The eighteen year old won the MX2 category for the third year in a row and his scorecard of 4-5 on the 250SX-F against the bigger bikes was superlative.

Nagl is one of the sizeable collective of GP riders based around Lommel and knows the sand, even though he said the Nations saw the ground developing short and shallow bumps that made bike set-up difficult to nail-down











Dungey has to make a choice. Trackside it looked as though the Americans struggled to get a rhythm going in the sand. Baggett described the track as something from his worst nightmares

Max Nagl signed off the long KTM-stretch of his career by taking 3-6 and Marcus Schiffer had recovered sufficiently from his injury three weeks earlier in Italy to go 7-14 (the 14th place dropped as the worse result as the rules permit). "We have a really good team and both Marcus and Max are good in the sand," he said. "I hadn't been here for a long time and I used to train a lot [here] but you never lose it. It will take a couple of days for us to realise what we have done. Once we have seen all the press then it will sink in."

Lommel was a large character in the story. It was the big bad wolf in many respects and bit the rapid tails of Ryan Dungey, Blake Baggett and Justin Barcia (all AMA champions in some respect in 2012). Even though the Americans had travelled over earlier to prepare for the surface, this was an education. With hindsight it would have been a remarkable feat if they had taken an eighth success on the bounce. "They [the Europeans] are talented guys but from what I hear they are in their backyard track," said Dungey. "If they came around near





where we lived it would be a similar deal. They have very impressive talent and technique that is beautiful to watch and I'll try and pick up on some of that and learn."

"This is the first time I have been on the team and lost but the number on your plate when you turn up to the next Des Nations is only a number really," the AMA 450 Champ added.

"The goal never changes when you come to this race. This is a first-time experience and overall it will benefit my career moving forward."

Heading forward for the Nations means less than a year before the whole circus pitches up at Teutschenthal and with three German Champions ready to perform in front of a burgeoning public increasingly enamoured with the sport the best, biggest and oldest show in motocross shows no sign of losing any momentum just yet.





The 66th edition  
gets underway...









After moto wins in 2009 and 2011  
Gautier Paulin again used the Nations  
to shine and his second place in  
Moto1 was a surprising result







Tommy Searle contemplates a tough day ahead. The MX2 World Championship runner-up was consistent if not spectacular on a surface that he does not rate as his favourite





Justin Barcia almost took a top five finish despite a broken front wheel and scored his country's best result in his other appearance. It was a typically dramatic first outing as part of Team USA for the Honda rider... but also very exciting







PLAY





Dutch drift. Herlings was again a sight to behold in the sand and his last moto charge to Cairoli was almost as impressive as his GP run at Lierop the previous month









There was no losing sight of Roczen (despite the riding gear being very close in design to that of Belgium). The German won his class yet again and then disappeared for corrective surgery on his left wrist





Clement Desalle rides consistently for the hosts and ends a year that has been difficult in his personal life with another Nations podium





# MOTOCROSS OF NATIONS CLASSIFICATIONS

## MX1 OVERALL RESULT

### Riders

<b>1</b>	Tony Cairoli, ITA	KTM
<b>2</b>	Max Nagl, GER	KTM
<b>3</b>	Gautier Paulin, FRA	Kawasaki
<b>4</b>	Clement Desalle, BEL	Suzuki
<b>5</b>	Ryan Dungey, USA	KTM

## MX2 OVERALL RESULT

### Riders

<b>1</b>	Ken Roczen, GER	KTM
<b>2</b>	Blake Baggett, USA	Kawasaki
<b>3</b>	Marvin Musquin, FRA	KTM
<b>4</b>	Alexander Tonkov, RUS	Honda
<b>5</b>	Pritt Ratsep, EST	KTM

## MX OPEN OVERALL RESULT

### Riders

<b>1</b>	Jeffrey Herlings, NED	KTM
<b>2</b>	Tanel Leok, EST	Suzuki
<b>3</b>	Ken De Dycker, BEL	KTM
<b>4</b>	Justin Barcia, USA	Honda
<b>5</b>	Davide Guarneri, ITA	KTM

## 2012 NATIONS CLASSIFICATION

Countries	Points
<b>1</b> Germany	25
<b>2</b> Belgium	29
<b>3</b> United States	39
<b>4</b> Netherlands	44
<b>5</b> Italy	45







# GRAND PRIX CIRCUIT CONTRAST IN 2013

**T**he Motocross of Nations saw the announcement of the German Grand Prix for 2013 and also the Belgian round of next year's series at two circuits that could not provide more of a contrast.

Mallory Park was the last road racing facility to construct a motocross track as part of their complex in order to entertain the 2012 British MXGP and the marriage of asphalt and motocross has not always been the most effective (in terms of atmosphere or practical deployment) in past attempts in Belgium, Italy and the UK. The relatively new Lausitzring in the eastern German state of Brandenburg will construct a layout with over 1000 trucks of soil in front of stadium seating to fit 60,000 people. Germany is booming in terms of support for the sport with one of the best-attended rounds of the FIM series, a well-organised and competitive national championship backed by ADAC and, of course, a MX of Nations winning team.

The Lausitzring may well reflect the ambition Germans now have for motocross and the organisers insist the roots of the site are in the mud, their spokesman stating "dust and dirt has a long tradition at the Lausitzring" and that the aim of running a round of the FIM contest had been on the cards for the circuit since 2008.

"This is fantastic project and I believe it can be a new way of watching the sport in Germany," said Youthstream President Giuseppe Luongo. "It is important to have a partnership like we do with the Teutschenthal club but also important to have more in a territory that is growing a lot for motocross."

The Lausitzring will dip their toe in 2013 with only a single year agreement in store; an arrangement positive for both parties with Teutschenthal expected to come back into the GP fixture list for 2014 after their '13 Motocross of Nations slot.

Right after the German press conference Youthstream unveiled a five year contract with Edmund Detry to organise the Belgian stop on the calendar. A plan to take the event into the French and Flemish sides of the country each season will begin with another visit to the San Souci circuit in Bastogne; a venue that was hurriedly pieced together in just twelve weeks for the rain-hit GP in June and one of the few tracks without a hard-standing paddock.

Detry and his crew admit they now have far longer to drag Bastogne to the standards of other Grand Prix courses and the Namur-born Belgian also did not rule out a return to the historic Citadelle in the future.







## KTM LAUNCH NEW BLOG

**T**he Austrian manufacturer has had plenty to shout about this year and they are taking extra steps to diversify their contact and communication with a growing fan and consumer base.

The 'KTM Blog' (simplicity in itself) will carry a diverse collection of media on a slightly off-kilter note and cover the wide scope of the company's activities, not only in the racing field where they are set to round off a startling year of success with a first MotoGP crown in Moto3. In the meantime check out some of the articles appearing online, including some interesting words about Jeffrey Herlings' sand riding and Tony Cairoli's visit to the Toro Rosso F1 HQ.



## HONDA TO RUN CRF150R EURO SERIES WITH GP

**T**he Red faction of the MXGP paddock has been slightly marginalised in the last two years with the added importance and value given to the 125cc two-stroke European Championship. Honda have fought back with an active and much-publicised scheme of Honda Extreme Academies across the continent that support their four-stroke CRF150R and now have taken a major step with the establishment of a fully fledged European series to run concurrently with six to eight Grands Prix in 2013.

More details will be released on the championship in the coming weeks but it is expected to cater for 11-14 year olds and a series entry fee of around 10,000 euros will pay for transport of the bikes, tyres, parts and the actual CRF at the end of the campaign. "We will bring the infrastructure and the chance for young kids to be able to compete on GP tracks and in front of all the teams and personnel at the top of the sport," said Honda Motor Europe Off-road Racing Manager Roger Harvey. "Honda is a four-stroke company and we're really happy we have the chance to set something like this up to be part of the pyramid of the sport."



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Photos: Tagliari S., Archer R.

**CAIROLI UND  
HERLINGS  
WELTMEISTER!**

# DÉJÀ-VU

Tony Cairoli krönt sich 2012 vorzeitig und zum dritten Mal in Folge mit der KTM 350 SX-F zum MX1 Weltmeister. Nach Marvin Musquin 2010 und Ken Roczen 2011, sorgt Jeffrey Herlings mit der KTM 250 SX-F dafür, dass das Red Bull KTM Werksteam seit nunmehr drei Jahren in beiden Klassen ungeschlagen ist – WELTKLASSE!

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## ILLUMINATING...

By Adam Wheeler

**Y**outhstream and the FIM's announcement of the revised 2013 FIM Motocross World Championship calendar just goes to prove that the word 'provisional' cannot be ignored when the first version of the schedule is released.

The GP fixture list is more than just a succession of dates for fans to pinpoint in their agenda. It can be a barometer as to the health of the sport, it can reveal the changing dynamic of a series and it is also the indicator as to whether teams can consider another year of existence or have to adapt to scour for extra budget to meet those appointments.

The plan to start the 2013 series under the 'MotoGP lights' of Losail is nothing short of remarkable and even the cynics behind the notion of taking Grand Prix racing to the desert and in front of a minimal crowd from a country with a population of just two million have to admit to curiosity. Qatar's position as the MotoGP curtain-raiser has been in place for six years now and while there is an absurdity to the whole proposition, it is hard to deny that those gleaming bikes jostling for space under the lights is a spectacle.

Motocross could be equally as eye-catching and Youthstream delegates have already been to the site for an inspection (the ground is actually quite rocky apparently). As the ambition behind the 58 million dollar construction and 3600 light fittings for Losail reveal it would be dangerous to underestimate the capabilities and power of the Qatari Federation when it comes to constructing a formidable stage for first-class racing.

Personally I am excited about the prospect of seeing a Grand Prix there but I can understand the feelings of those who feel that it is a bit 'fish out of water' for motocross.

If we climb up the political ladder to MotoGP, higher with F1 in Abu Dhabi and then into the stratosphere with the FIFA World Cup also in Qatar in 2022 then the reason these sporting events exist in such territories has all to do with the contents of wallets. Having Motocross in Asia, the Middle East, South America, Russia and the majority in Europe starts to fulfil some of Youthstream's goals for the global vision of the sport but it also means that motocross is starting to appeal to come of the healthier economic zones of the world. If that funding can stream through MXGP (e.g. in terms of support for the teams to get there, to maintain the high standards of the series which is essential for any audience growth or attracting new sponsors/cash, and developing concepts like full HD live broadcasts – imagine the sandy berms blown-out in HD super-slow mo...no other sport could compete with that) then heading to the far-flung corners of the world is OK in my book.

Youthstream and the FIM always hold the biggest 'qualifier' in that the sport is a FIM **World** Championship. The next step is to ensure that these new Grands Prix are not only spreading the word about how exciting it can be to see Cairoli and crew in flight, but also helping to restructure the make-up of the paddock and MXGP so that it can pull through these current times when motorsport can appear a frivolous and precarious activity put up against vehicle sales charts.







2013



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## CAN'T WIN 'EM ALL

By Steve Cox

The saying is “You can’t win them all”, and my question is: Would you really want to? Team USA has been vilified for its domination of the Motocross of Nations over the past 30 years. When the latest line-up of the crew that has seven wins in a row dating back to 2005, Ryan Dungey, Blake Baggett and Justin Barcia were introduced to the crowd at various times over the weekend, they were greeted by thousands of “boos” from the partisan crowd. This is part of being the “favourite.”

The USA is a nation of well over 300 million people. Germany? 82 million. France? 63 million. Italy? 58 million. Great Britain? 56 million. The Netherlands? 16.5 million. The host country of this year’s event, Belgium? 11 million. Just by that fact alone, the USA should be nearly unbeatable in motocross, as they have the largest population from which to draw from to start with – at least among countries that participate in motocross on any sort of large scale.

But the thing about the Motocross of Nations is that all you need are three really good, mostly healthy racers. Ultimately, it doesn’t matter how many people in your country ride or race motocross, all that matters is that three of them are exceptional.

And over the past seven years of USA dominance of this event, most of them have come down to the final moto to determine the outcome. In France in 2005, Ricky Carmichael did everything he could to keep New Zealand’s Ben Townley behind him in the MX1/Open final moto while Open racer Kevin Windham struggled with a bent-up bike from an early crash. In 2009, Italy was looking likely to win in its home event until their star racer, Antonio Cairoli, went down in the first turn

and suffered an injury in the final moto, and Team USA’s Ryan Dungey went on to win that race and lead his team to the overall. These are just examples, but it happens nearly every year.

## You can bet that Team USA will come back in ‘13 refreshed and motivated

Finally, it was the sand of Lommel, Belgium, that was able to play the equalizer with Team USA, and for once luck didn’t work in their favor. Instead, it went to Germany. As a team, Germany wasn’t just strong – which any winning team has to be – all weekend, but they also managed to stay out of trouble, minimizing crashes and making the most of the opportunity by qualifying first, getting solid starts, and avoiding heavy confrontations with other racers.

Maybe the most surprising fact of the weekend was that Germany had never won the Motocross of Nations before. The race has a history going back to 1947, and never once has Germany won until 2012.

But the point I opened this column with concerns the question ‘would you want to win them all?’. Before you answer yes, think about this: the truth is that in life, to really appreciate victories, you absolutely have to experience defeat. To momentarily grab an apt cliché the bitterness of defeat is what makes victory taste so sweet. So, while it has been seven years for Team USA, you can bet that they’re going to come back in 2013 refreshed, rejuvenated, and motivated to taste victory once again. Because it’s the losses that make the wins worth the effort.









# THE ALPINE STAR:

**GABRIELE MAZZAROLO**

By Adam Wheeler

Portraits by Ray Archer, other photos by Alpinestars

Gabriele Mazzarolo is the man behind one of the most recognised brands in motorsport and motorcycling safety apparel. His family was the founding force of Italo-American firm Alpinestars a company that has grown from the creation of motorcycle boots to the point where the distinctive A-Star logo can be easily found on a TV screen, no matter the quantity of wheels on the track.

The 49 year old Italian rarely gives interviews but the helpful A-stars press department were able to accommodate OTOR's request at the Grand Prix of Europe at Faenza for the penultimate round of the FIM Motocross World Championship. We speak over a light lunch at the Red Bull Energy Station where the buzz of motocross bikes is almost eclipsed by the Monza Formula One GP on the flat screen TVs. Aside from the presence of an MP3 player and a journalist the jet-setting businessman could easily be in his (enviable) element...





**How has your role as CEO changed over the years?**

What we do best is develop our products and work with our athletes. Our racing service is out there every weekend whether its moto-cross, Formula One, MotoGP or Supercross, we help our guys reach their goals. My role involves watching that product development, my role hasn't really changed in the last twenty to twenty-five years...

**To live this motorsport existence you must sometimes still wake up and think 'wow, I'm lucky'...**

Not sometimes, every day! All the time...to be able to have worked with some athletes that make up part of the history of various sports is an incredible privilege. Whether it's Rick Johnson to Jean Michel Bayle, Randy Mamola or all the way back to Kenny Roberts and then moving to Kevin Schwantz and Mick Doohan, Ryan Villopoto and Casey Stoner and so on...

**Alpinestars has a reputation for high quality. Were there any measures or restrictions that had to be taken to effectively steer through the recent economic mire?**

Fortunately no. We always wanted to be known as a company that makes good products, not cheap ones. And that has been the case more and more. The products that do well, sell well and the philosophy in our company is to try and make the best apparel and equipment that we can and not be orientated by price.

**Has there been a desire or decision to push into other areas?**

Not really. We develop gear for different types of racing but also have any eye on making the most fashionable and most effective products at different price ranges from F1 to Dakar to Enduro to road racing. We have a design brief with fashion in mind.









FEATURE



PLAY







### **How has the Italian and US bases changed in importance?**

We have had the U.S site since 1986, so quite a while and since the beginning it was always going to be a development centre also. A lot of our off-road and motocross lines are actually designed and produced there, so it is an important part of Alpinestars. Europe is a little bit more geared towards road products and racing and U.S. is more motocross. There are specialists in each base from different countries and an example of the close work we have done in Italy is the Air-bag technology, which is a project that we started in 2001. We learned so much about the body through that and how we can make products to react to this knowledge so it made sense to continue the bulk of the work and production in Italy. What is important is that we have a central communication to put together all that we have taken from all the motorsports we are involved in. We have another department dedicated to sportswear and this section has grown a lot over the years.

### **So where to next? Will we see things like Alpinestars helmets or other things?**

We still have a lot to do for body protection. Of course we are looking at other projects and categories but it takes several years to properly set-up and develop an Alpinestars product so we can get it to the stage that we are happy with. We have a lot to do in terms of protection and, importantly, prevention. Sometimes it can take a long time before something rolls out of the factory. Like I said we worked on the airbag now for ten years...

### **I read somewhere that Alpinestars were manufacturing bicycles at one stage...**

We did that between 1988 and 1994 in California. We had a distribution company in Italy in 1986 and it was the beginning of the popular phase of mountain bikes. We did pretty well for three or four years but it was a very saturated market. Until 1994 we only made motorcycle footwear and it was around that time that I decided we had to head in the direction of motorcycle apparel. We stopped with the bicycles and used the U.S office as a resource for producing the off-road jackets and gloves and then into motocross gear. We definitely love mountain-biking though...







**Your involvement in F1 is understandable for the exposure but it must be a very narrow market in terms of product sales...**

It is not super narrow because there is quite a lot of people who are into their karting but overall it makes total sense for Alpinestars to be there because it helps our ability to develop products. I go to most of the races and that world really looks up to Alpinestars in terms of how much we are ahead in evolving that type of apparel. F1 is a perfect opportunity because consequently it comes with a lot of exposure. The fact that Sebastian Vettel is with Alpinestars means that people will recognise the name and the logo because they have seen it on TV. From the 200 brands that are visible through F1 on television Alpinestars is placed tenth in that list.

**What about more general motorcycling? Or will there always be that heavy sport influence?**

My idea was always that Alpinestars would go into the mainstream via sport and would be seen as the best brand that would represent sport, and we have achieved that from our spread from motocross to F1 to Nascar to MotoGP and more.

Motorsports went mainstream because of the reach of F1 and people like Jeremy McGrath taking supercross to new levels; just as two examples. The sports went bigger and broadened our brand as a result. The racing and technical side supports our sales but also puts the brand out there.

**With this motorsport 'bucket list' at your disposal all year round what is the perfect racing weekend for you?**

Ah, it is something I have all the time! This weekend isn't bad. I rode my bike to Monza on Friday, then in 25 degree temperatures I rode to Faenza for the motocross grand prix to see Jeffrey [Herlings) and Tony [Cairolì] winning world championships and it doesn't get much better than that. If you can get to events and experiences like these on a motorcycle then that is even better.





**MotoGP**

# GRAN PREMIO IVECO DE ARAGON

**MOTORLAND ARAGON · SEPTEMBER 30th · Rn**

**MotoGP winner: Dani Pedrosa, Honda**

**Moto2 winner: Pol Espargaro, Kalex**

**Moto3 winner: Luis Salom, Kalex KTM**





# DANI STEPS OUT OF THE SHADOWS

By Matthew Roberts, photos by Ducati Corse Press, Honda Pro images/Northcott,  
Monster Energy/Milagro, [www.yamahamotogp.com](http://www.yamahamotogp.com)



PLAY



**D**ani Pedrosa proved that in the absence of his team-mate Casey Stoner he is the fastest man in the world on two-wheels right now with another masterclass at Aragon to make it three wins out of the last four rounds of the MotoGP World Championship.

If it wasn't for the starting grid fiasco at Misano it is easy to imagine Dani having made it four from four, which would have pulled him to within just three points of series leader Jorge Lorenzo with four races still remaining.

Of course, Lorenzo has had his share of bad luck this season – most notably when he was taken out by Alvaro Bautista on the opening lap at Assen – but after grabbing just one victory from the opening ten races Dani has now hit the form of his life and if he can keep it up he will take the title fight to the final round at Valencia, where we all know anything can happen.

A first win at Aragon was also Dani's first in front of a Spanish crowd since Valencia 2009 and he rightly lapped-up the adulation of a 45,000-strong crowd that admirably turned out in force to a circuit in the middle of nowhere following a weekend of miserable weather and with another home Grand Prix on the horizon.

Pedrosa has suffered misfortune before and previous title challenges have been ruined by injury in 2008, 2010 and 2011 but to a certain extent you make your own luck in motorcycle racing and the 2012 version of this technically immaculate rider features some serious upgrades.

Like the rider we saw at Brno, for example, who for the first time came out on top of a fierce final lap mano-a-mano with Lorenzo to take the flag.









Once again the Tech3 Yamahas indulged in a dogfight and once more it was Dovizioso who prevailed. The Italian now has six podiums in his first (and last) season on the factory M1



PLAY





"I've been working with him for a while now and I've never seen him battle like that," his mechanic John Eyre later revealed in an interview with the BBC.

At Aragon his pass on Lorenzo for the lead came early and again it was aggressive, the RC213V bucking and sliding beneath him for the next seventeen laps as he rode around the problems that a lack of dry set-up time always bring.

With four races still remaining Dani has already broken his personal record points tally for a single season and equalled his highest number of MotoGP wins with four.

If anything it almost seems as if Pedrosa has been invigorated by the absence of his injured team-mate and as Honda's unquestionable number one he looks to be growing in confidence with each passing race.

Stoner's return will now prove vital to the outcome of the championship and with no team orders that 33-point gap could become even more difficult to close down as the Australian aims to end his career with a string of wins.

However, with a maximum of 100 still up for grabs and the pendulum of misfortune sure to swing again before the season is out this could well prove to be the year that Dani Pedrosa shakes off the tag of the best MotoGP racer never to win the title.









Nicky Hayden (top left) escaped unhurt from a nasty-looking crash when he 'ran out' of run-off and was catapulted over the safety fence. His Ducati was not so lucky. Moto3 (above) was an astonishing race with almost ten riders hunting the lead. Pol Espagaro (below) claimed his third Moto2 victory of 2012







With four rounds to go and everything to lose Lorenzo is now playing the smart game in a bid to secure his second MotoGP title. The Spaniard has yet to win at Aragon...





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Salom is having a strong finish to the season and with his second win of 2012 at Aragon has not dropped out of the top two in the last four Moto3 events





Stefan Bradl (top) gets interviewed by his MotoGP predecessor Alex Hofmann and would lose the front end for his second DNF of the year





# CLASSIFICATION & WORLD CHAMPIONSHIP

## MotoGP RESULT

### Riders

<b>1</b>	Dani Pedrosa, SPA	Honda
<b>2</b>	Jorge Lorenzo, SPA	Yamaha
<b>3</b>	Andrea Dovizioso, ITA	Yamaha
<b>4</b>	Cal Crutchlow, GBR	Yamaha
<b>5</b>	Ben Spies, USA	Yamaha

## MotoGP CHAMPIONSHIP STANDINGS (AFTER 14 OF 18 ROUNDS)

Riders	Points
<b>1</b> Jorge Lorenzo	290
<b>2</b> Dani Pedrosa	257
<b>3</b> Casey Stoner	186
<b>4</b> Andrea Dovizioso	179
<b>5</b> Cal Crutchlow	135



## Moto2 RESULT

### Riders

<b>1</b>	Pol Espagaro, SPA	Kalex
<b>2</b>	Marc Marquez, SPA	Suter
<b>3</b>	Scott Redding, GBR	Kalex
<b>4</b>	Andrea Iannone, ITA	Speed Up
<b>5</b>	Bradley Smith, GBR	Tech3

## Moto2 CHAMPIONSHIP STANDINGS (AFTER 13 OF 17 ROUNDS)

Riders	Points
<b>1</b> Marc Marquez	258
<b>2</b> Pol Espagaro	210
<b>3</b> Andrea Iannone	178
<b>4</b> Thomas Luthi	166
<b>5</b> Scott Redding	131

## Moto3 RESULT

### Riders

<b>1</b>	Luis Salom, SPA	Kalex KTM
<b>2</b>	Sandro Cortese, GER	KTM
<b>3</b>	Jonas Folger, GER	Kalex KTM
<b>4</b>	Danny Kent, GBR	KTM
<b>5</b>	Efren Vazquez, SPA	FTR Honda

## Moto3 CHAMPIONSHIP STANDINGS (AFTER 13 OF 17 ROUNDS)

Riders	Points
<b>1</b> Sandro Cortese	245
<b>2</b> Luis Salom	194
<b>3</b> Maverick Viñales	179
<b>4</b> Romano Fenati	120
<b>5</b> Alex Rins	106





A decent seventh for Rea in Spain but the Brit will stay in Superbikes for now...Pedrosa celebrates his 27th birthday at Aragon (opposite page)





# DORNA TAKE CONTROL OF WORLD SUPERBIKE

**I**t was announced this week that Dorna Sports and Infront Sports & Media have reached an agreement to bring both their motorcycle racing interests under a single umbrella organisation. As such, MotoGP and WorldSBK will be integrated into the Dorna Sports group, but both series will be managed as separate events with the aim of “enhancing the two distinct championships”.

The FIM subsequently released a statement in which they confirmed that both championships will continue, but future rule changes seem inevitable with WorldSBK set to focus increasingly on production-based racing more akin to street-ready bikes, and MotoGP to continue its focus on prototype racing, but no doubt with a reduction in their electronic capabilities.

Despite denials at the time, the move seemed inevitable after Bridgepoint assumed control of Infront Motorsports at the end of last year. The British private equity firm had previously acquired Dorna from CVC Capital Partners back in 2006, when the European Commission’s Monopolies and Mergers section ordered the venture capital company to divest itself of the Spanish entity because of its new controlling stake in Formula One.

With both championships now operating from the Barcelona headquarters of Dorna, expect a widening of the gap between the two sports which seemed increasingly close with the introduction of CRT bikes in MotoGP and the arrival of BMW and Aprilia’s technologically advanced machines in SBK. (Emmett)





Gold and Goose

# REDDING AND CORTESE Moto2 BOUND FOR 2013

Scott Redding has turned down the opportunity to compete in the MotoGP class next season riding a CRT machine run by his current team Marc VDS. Team Manager Michael Bartholomey is also Redding's personal manager and he was prepared to run a single entry in the new class with the British youngster on board. Redding, however, is determined to make the step up on a factory prototype and after missing out on the Ducati 'Junior Team' and Gresini Honda rides his preference is to stay in Moto2, despite facing a massive weight disadvantage compared to his rivals.

Sandro Cortese looks certain to move up to the intermediate class as a World Champion next year after second place at Aragon combined with a mechanical breakdown on the warm-up lap for Maverick Viñales gave him a 51-point cushion at the top of the standings. Cortese, who recently signed two-year contract in Moto2 with the new Intact GP team, gets his first mathematical chance to wrap up the title in Japan if he can win the race and both Viñales and Luis Salom, who moved up to second in the championship with victory in Spain, slip up. If he can do it Cortese would be Germany's first World Champion in the minor category since Dirk Raudies in 1993. (Roberts)



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Photos: Tagliari S., Archer R.

**CAIROLI UND  
HERLINGS  
WELTMEISTER!**

# DÉJÀ-VU

Tony Cairoli krönt sich 2012 vorzeitig und zum dritten Mal in Folge mit der KTM 350 SX-F zum MX1 Weltmeister. Nach Marvin Musquin 2010 und Ken Roczen 2011, sorgt Jeffrey Herlings mit der KTM 250 SX-F dafür, dass das Red Bull KTM Werksteam seit nunmehr drei Jahren in beiden Klassen ungeschlagen ist – WELTKLASSE!

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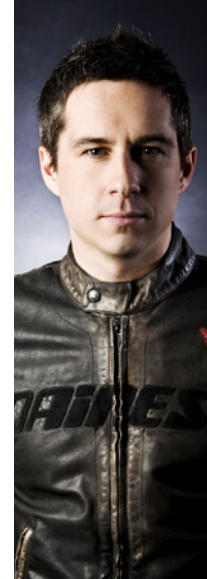
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## THE ALTERNATIVE...??

By Matthew Roberts

No sooner had the MotoGP race finished at Aragon than my Twitter feed went crazy with people taking the time to let me know how boring they'd found it.

I am a staunch believer in the fact that watching a guy like Dani Pedrosa riding a full prototype on the limit for 23 laps is a sight to behold and I will always enjoy watching MotoGP races whether there is one pass or one hundred.

However, even I admit that the racing itself was a poor spectacle for the majority of fans on Sunday and the calls for change are ringing ever louder, especially after two sensational support races in Moto3 and Moto2.

What confuses me though is that the same people who criticise the dull racing seem to be the ones who in the next sentence also slag off CRT.

It's time to decide what you prefer, people!

Okay, the current specification of the new bikes is not what we want to see at Grand Prix level but to be fair to Dorna they had to find a quick solution to fill a dwindling grid and for all the criticism of CRT I've yet to hear anybody come up with a better idea.

At Aragon it was announced that standard electronics will be used from 2013, with Magneti Marelli agreeing a four-year deal with Dorna to give all teams access to their electronic control system, which includes an "engine and chassis control unit with inboard datalogger, as well as the relevant tuning and data analysis tools,

dashboard, handlebar toggle switch and inertial platform."

It is the next step to bringing the prototypes and CRT bikes closer together and there are plenty more in the offing so that, in time, there will be no distinction between two different 'categories'.

**Dull racing? It is time to decide what you prefer people!**

Premier-class racing to match the excitement of Moto2 and Moto3 is a mouth-watering prospect and that is the long-term goal of CRT, rather than being just a knee-jerk reaction to a short term problem as it is often portrayed.

By then the bikes on show will no longer be the fastest two-wheeled machines that man can produce but if the racing is anything like the smaller categories at Aragon will anybody care?

Either way until that happens perhaps we should content ourselves with witnessing this rare breed of pure prototype machines being ridden on the limit before they become extinct. And don't bother telling me it's boring!



FEATURE

I   
INTERMOT  
International Motorcycle, Scooter and Bicycle Fair  
Cologne, 3–7 October 2012

# ALL THE FUN OF THE FAIR...

By Adam Wheeler

Photos by Buenas Dias, Koelnmesse Image Database

**T**he 2012 Intermot motorcycle show boasted a hefty attendance of over 1000 exhibitors from more than 37 countries who used the massive halls of the Koelnmesse in Cologne (the exhibition has been at the venue since 2004 and regularly vies with the EICMA in Milan for top-billing) to unveil some new and desperately cool products.

It seems to be the year of the Big Bike and the Scooter...Here is a brief run-down of what we saw on press day and we'll be looking a bit more in depth at the 2013 models in the next issue.









# D

## FEATURE

**Triumph** uncovered their 2013 version of the Speed Triple, which they claim is a brand new motorcycle and is centred firmly on delivering 'fun'. The Speed Triple has sold around 50,000 units in the last five years and since its launch and now boasts a new chassis, suspension, wheels and exhaust system; the last facet alone allowing a six kilo weight save. "You cannot stand still in this industry and this lighter and more agile Speed Triple is the result of three years work," said Triumph's Project Manager Simon Warburton. Some of the Bonneville range were also irresistible as is the 2013 Explorer.







**Yamaha** brought along Jorge Lorenzo to talk about their Race-Blu replica paint scheme from matt grey to blue that features throughout their 2013 range. They also highlighted the new Xerox 50cc scooter that will go into direct competition with Honda's fresh NSC50R (complete with Repsol colours). The big talk though was about the FJR1300A as their flagship tourer with Vice President of Marketing at Yamaha Motor Europe Andrew Smith claiming it was the most technically advanced produced model in the expanding sports-tourer market with a clutchless gear system operable by hand or foot and upside down front forks. Lorenzo took the covers off the new crossplane crank three cylinder P3 engine that Yamaha have developed as the new backbone of their company and the 'Jinki Kanno' of putting the fun back into riding.





Over at **Honda** the retro CB1100 made the older generation of the press corps swoon but the bulk of the interest - in what was a short and sharp presentation - was the unveiling of the CRF450 Rally that Helder Rodrigues will steer in Honda's first attempt at the Dakar rally since 1989. Honda have allegedly poured a mountain of cash into the prototype that will battle the terrain and elements of South America in three months time and the fetching motorcycle definitely has that touch of exotica that only Honda can conjure.





**BMW's** stand and presentation of the 2013 GS was the most eye-catching of the day and the bike was ridden around the hall, down slopes and stairs to an all-singing and dancing accompaniment. There was a feeling of 'no expense spared' for the best selling motorcycle in Europe and in front of the biggest media attendance. The GS 'formula' (the bike has been in production for nine years now) hasn't been radically reworked and the main additions were an E-Gas system (for better throttle response), new chassis, five new ride modes and an LED headlight among a myriad of other features. More on the GS in the next issue.





# D

## FEATURE

**KTM** made their own new powerful foray into the Adventure-sports-touring segment with the unveiling of their 1190 Adventure and Adventure R models. Although the presentation was made exclusively in German the buzz about these bikes focuses on the excellent power-to-weight ratio with KTM improving their electronics package and ergonomics to ensure the bikes are as potent on the road as they are on the loose terrain.









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**MX**

# GRAND PRIX OF GERMANY

TEUSCHENTHAL · SEPTEMBER 23rd · FINAL ROUND

MX1 winner: Tony Cairoli, KTM

MX2 winner: Tommy Searle, Kawasaki

MX3 World Champion: Mattias Walkner, KTM



PLAY





# CAIROLI DELIVERS LAST BLAST

By Adam Wheeler, photos by Ray Archer





Tommy Searle has certainly won some big races in 2012; the British Grand Prix and the rain-fest of Brazil coming to mind. The outgoing KX250F rider claimed a dominant double in his last MX2 outing. It was his third double of the year, his sixth win and ensured that he saw the chequered flag at least once in 50% of motos this season



Another one for the cabinet. Cairoli leaves the podium with his hands full once more. The championship trophy was actually presented to him by his father on this occasion



Herlings leaps next to Nicholls. The latter came within laps of a deserved maiden podium but was content with fourth place overall in MX2. Herlings was no match for Searle and cited some post title-winning fatigue as a cause



Win it, and they shall come. The 'Roczen Effect' probably added even more numbers to the gate of the German Grand Prix that was easily the busiest of the season along with Brazil and Russia













Even World Champions can eat  
some roost occasionally...





Valentin Teillet whips his way around Talkessel while Monster Energy Yamaha duo Zach Osborne and Arnaud Tonus close out 2012 (and different chapters for the American and Swiss) with trophies



PLAY







Elliott Bahks Browne's rapid starts put him in contention for a surprise podium spot...until his engine protested





The new guard. Herlings checks out Tim Gajser; unmistakably the best rising star in Europe as 125cc Champion and Ricky Carmichael Award winner at the Nations





Feel the heat. Nagl knows the inevitable is about to happen





## BACKPAGE

2012 Monster Energy girls  
By Ray Archer











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**'On-track Off-road'** is a free, bi-weekly publication for the screen focused on bringing the latest perspectives on events, blogs and some of the very finest photography from the three worlds of the FIM Motocross World Championship, the AMA Motocross and Supercross series' and MotoGP. 'On-track Off-road' will be published online at [www.ontrackoffroad.com](http://www.ontrackoffroad.com) every other Tuesday. To receive an email notification that a new issue available with a brief description of each edition's contents simply enter an address in the box provided on the homepage. All email addresses will be kept strictly confidential and only used for purposes connected with OTOR.

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Ray Archer, Monster Energy, Milagro, Honda Pro Images/Andrew Northcott, Ducati Corse Press, [www.yamahamotogp.com](http://www.yamahamotogp.com), Koelnmesse Image database, Buenas Dias, Gold and Goose

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